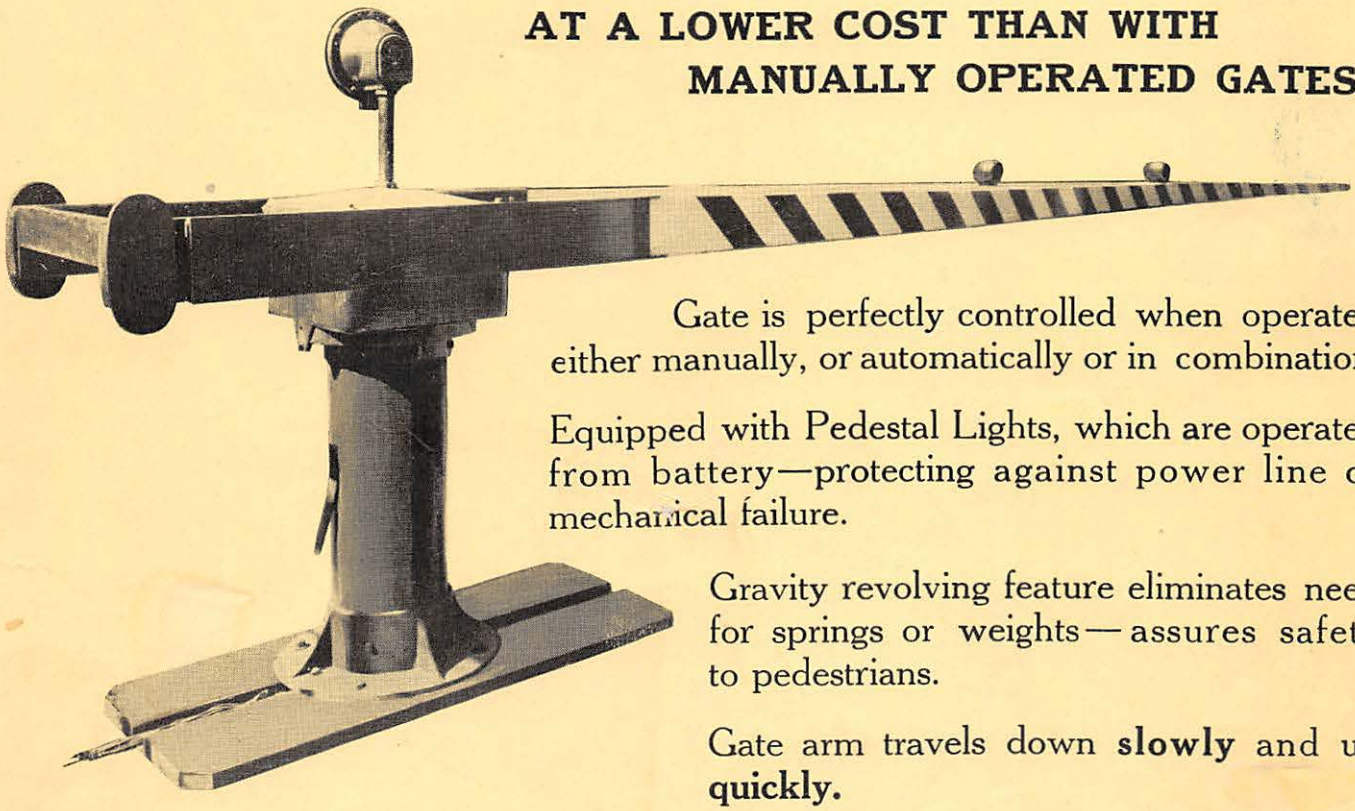
STOP COSTLY CROSSING ACCIDENTS

YOU CAN DO IT WITH

Superior Electric Automatic Gates

AT A LOWER COST THAN WITH MANUALLY OPERATED GATES



Gate is perfectly controlled when operated either manually, or automatically or in combination.

Equipped with Pedestal Lights, which are operated from battery—protecting against power line or mechanical failure.

Gravity revolving feature eliminates need for springs or weights—assures safety to pedestrians.

Gate arm travels down **slowly** and up **quickly.**

Weighs much less than ordinary gates.

Operated more economically.

Costs less to install.

Sturdily built for long time service.

Read specifications on the following pages

FILED 5/8/33 FILE
SEE LETTER OF 4/20/33 SEE LETTER OF
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APR 26 1933

PARTITION MACHINERY, Inc.

589 E. Illinois Street **Chicago, Illinois**

Phone Superior 3887

352 1 10 W 1 4 6 45 1 07

DESCRIPTION OF
THE SUPERIOR ELECTRIC AUTOMATIC GATE
MANUFACTURED BY
THE PARTITION MACHINERY, INCORPORATED
589 EAST ILLINOIS ST. CHICAGO, ILL.

WEIGHT OF ONE COMPLETE UNIT

(1st)

Complete Gate with 18' to 30' gate arms, one 8" diameter Pedestal Light, two Protecting Red Lights on Gate Arms with necessary counterweights. Weight approximately 800 pounds.

ELECTRIC CONTROL

(2nd)

Gates operate on 110-V A.C. and 32-V to 220-V D.C. Voltage.

DIMENSIONS OF GATE PEDESTAL

(3rd)

Foundation Plate Casting is 24" in diameter with four slotted holes for 4-3/4" foundation Bolts into which fits a standard 12" x 36" Steel Pipe upon which revolves the Head Box 20" x 21" x 12" which carries the Gate Arm and encloses all mechanism and electrical apparatus necessary in the operation of the Gate Arm.

POSITIONS OF THE GATE ARM

(4th)

Gate Arm in its clear position stands at an angle of 70 degrees, in its horizontal position about 4' above the street or highway. This can be varied by lower or higher foundation.

TIME OF OPERATION OF GATE ARM

(5th)

The time of the Gate Arm going down from the start to stop of the motor is sixteen seconds and in going up, from start to stop of motor is five seconds. This means that in going down, the gate protects traffic from an approaching train for from five to eight seconds and in the going up the gate will clear traffic in from three to four seconds.

REVOLVING HEAD BOX

(6th)

Head Box which carries the Gate Arm will revolve and swing in either direction to about 85 degrees horizontally when struck by a vehicle and when not obstructed will return to its proper position.

By gravity cam.

NO DANGER TO VEHICLE OR PEDESTRIAN

(7th)

No Springs or other resistance being used in the revolving feature of the Gate Arm, there is no danger to either pedestrian or vehicle when Gate Arm might be shoved around and allowed to return freely to its proper position.

May move fast, by Gravity or wind

NO DANGER TO MECHANISM OR MOTOR WHEN THE GATE ARM IS OBSTRUCTED

(8th)

The Control of the Gate Arm is so designed that it can be held in one position although the motor runs continuously and no harm will result to any equipment. When such obstruction is removed Gate Arm will resume its proper position.

Spring driving disappears

PEDESTAL LIGHT

(9th)

An 8" diameter reflector red light is mounted upon Pedestal Head to operate through Track Relay on 10-V Battery, two or more Red Lights are mounted in weather proof sockets so designed to show both directions on the highway, but will not be seen by the engineer of the approaching train. These lights are in service from the time the Gates start down until they are completely up in the clear position.

NO CHANGE IN TRACK CIRCUITS OR RELAYS NOW IN USE REQUIRED

(10th)

The Gates have been designed to meet the conditions as they now generally exist. As there is required only about 1/2 Amperes of current to pass through the Track Relays, the Gates can be installed using the same railroad equipment as is at present in use for any other automatic crossing protection.

CONTROL OF CURRENT NECESSARY TO OPERATE MOTORS

(11th)

Current for motors come direct from Power Line passing through quick-make and break relays which are installed in head box. The only current that passes through the track relays and the limit switches in head box is the small amount necessary to operate quick acting relays. All wiring necessary for operation of gate with suitable fuses for electrical protection of motor are in head box. Blue prints are enclosed with each head box showing complete wiring diagram from the track relays to the gate pedestal.

SERVICE CONDITIONS CONSIDERED

(12th)

In the manufacture of this gate every condition of service has been given careful consideration. Every part has been so designed to give long and satisfactory service under the conditions that may arise from changes of temperature, high winds, sleet and snows, vibration by heavy trains passing, etc.

IMPROVED SERVICE

(13th)

The electrical circuits and limit switches in these gates have been tested in actual service for five years and during this period have not caused any electrical failures.

MECHANICAL FEATURES

(14th)

Because of the mechanical features in these gates, signal engineers from leading railroads have approved of omitting the reversible motor. Reversible motors can be furnished if desired.

BLUE PRINTS

(15th)

If information is desired, blue prints can be furnished on the following models:

1st - Model A - Pedestal with Gate Arm 16 to 30' with Pedestal Light and two or three Red Lights on Gate Arm.

2nd - Model A-B - same as Model A except has Side-walk attachment which will handle any length Gate Arm Desired. 25' or more length can be furnished when requested.

3rd - Model C - same as Model A and A-B except it is equipped for 32-V D-C operation.

4th - Model E - construction same as Model A except very much less in weight and has no revolving head and can be operated in conjunction with street Gates or independently.

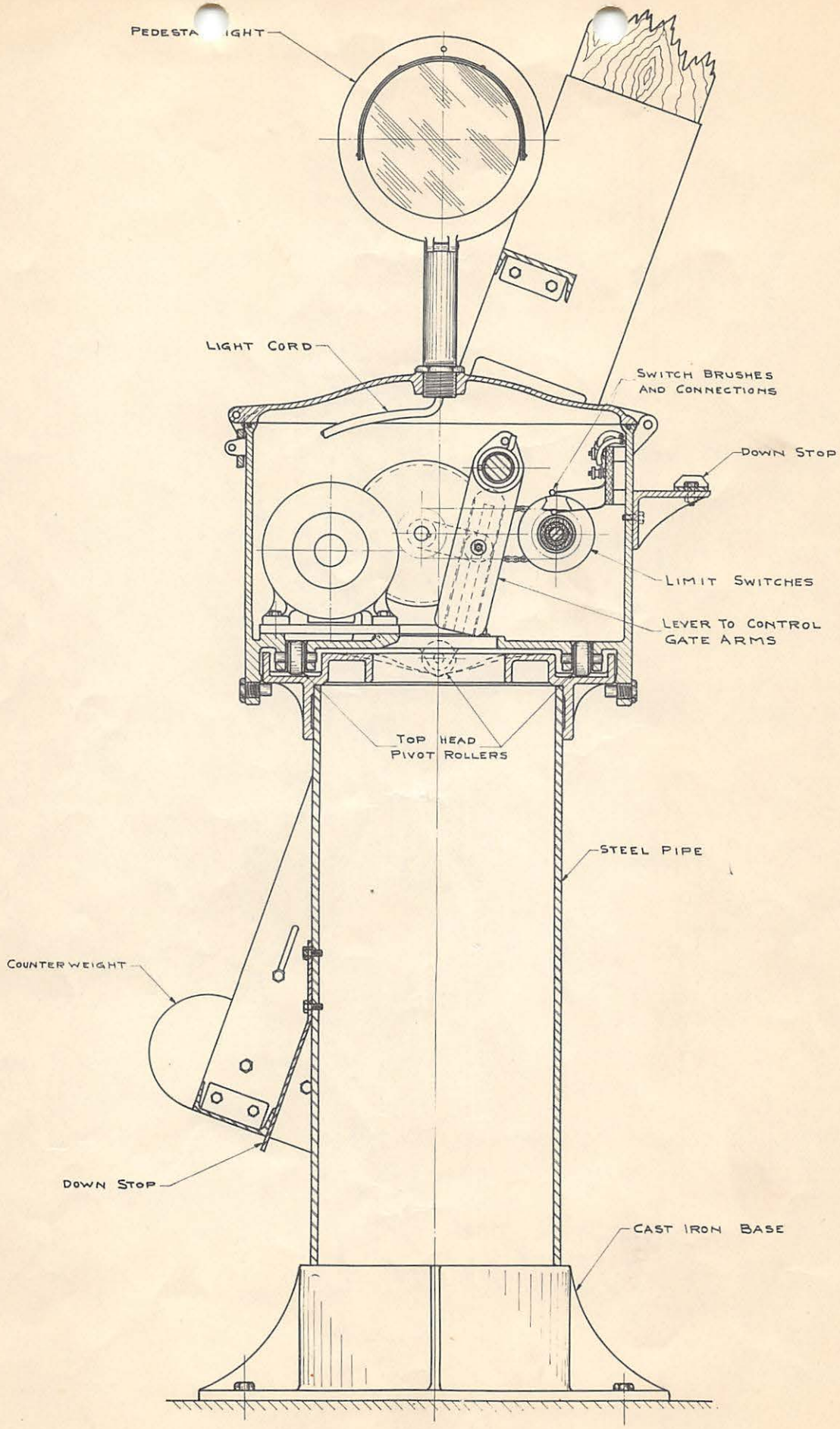
REMARKS

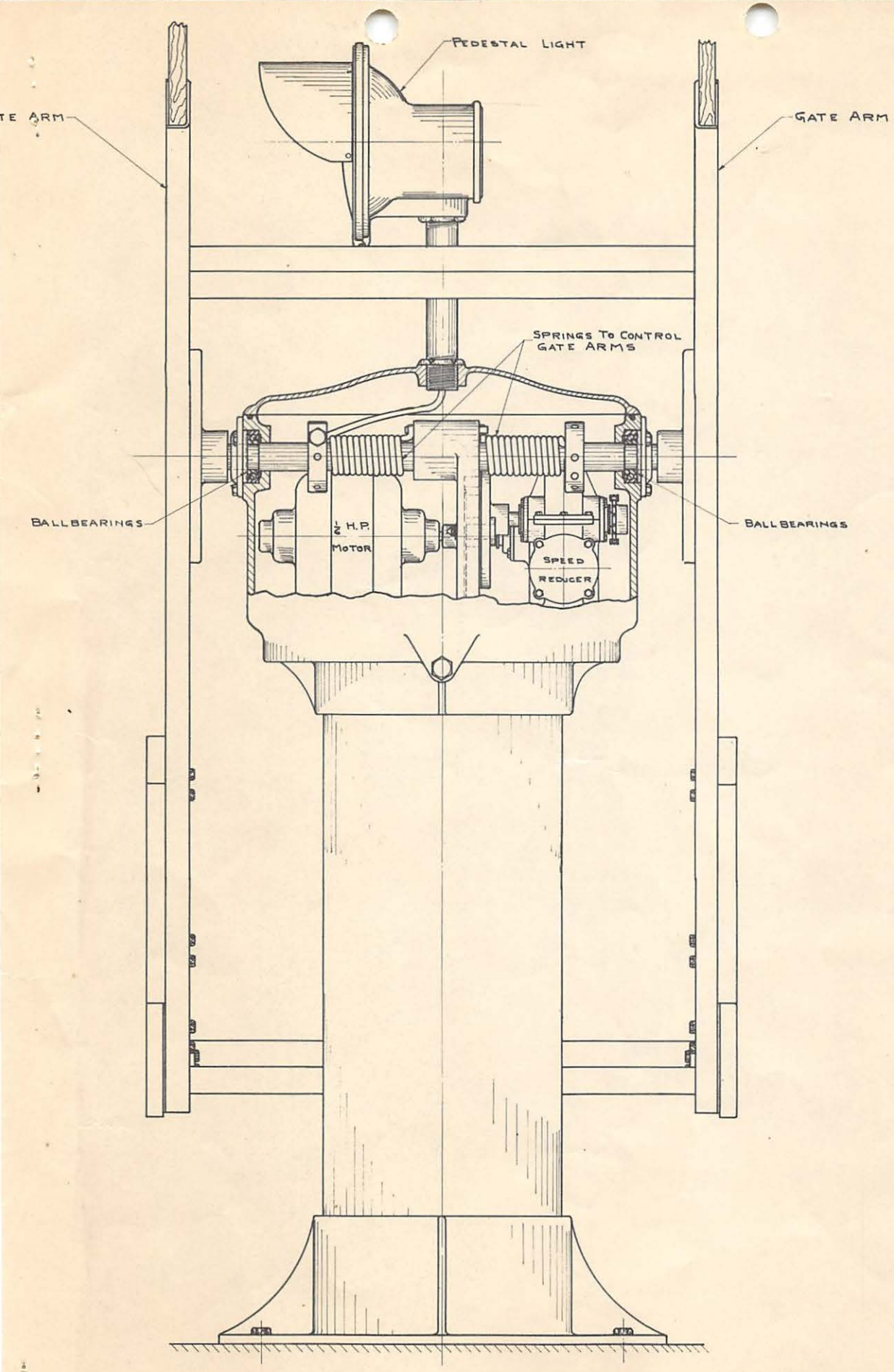
It has now been proven beyond a doubt that all railroad crossing gates should be automatic, even though men are employed where necessary to operate them. There are very few crossings in cities or towns where there is no switching service. Such places often have one or more through, fast tracks that the

gate can be attached to, protecting such train movements and guarding against the flagman making a mistake and in the majority of cases, one or more shifts of flagmen can be saved.

Take into consideration the fact that these Gates as herein described cost little more than the manually controlled Gate. On account of their improved construction the saving in breakage and other maintainence cost, will soon satisfy any Railroad Man that it no longer pays to install manually operated gates where he can get an automatic one at about the same price, that will have many added features of safety in guarding a railroad crossing.

Prices and any other information desired will be furnished upon application.


PEDESTA IGHT
LIGHT CORD
SWITCH BRUSHES AND CONNECTIONS
DOWN STOP
LIMIT SWITCHES
LEVER TO CONTROL GATE ARMS
TOP HEAD PIVOT ROLLERS
STEEL PIPE
COUNTERWEIGHT
DOWN STOP
CAST IRON BASE



SUPERIOR AUTOMATIC CROSSING GATE
MFG. BY
PARTITION MACHINERY, INC., CHICAGO, U.S.A.

PHONE: SUPERIOR 3887-8-9

CABLE ADDRESS "SELFLOCK CHICAGO"

PARTITION MACHINERY, INC.

PAPERBOARD PARTITIONS
AUTOMATIC MACHINES

589 East Illinois Street

CHICAGO

U. S. A.

RE: ECONOMICAL GRADE CROSSING PROTECTION

One tower man can take care of the crossings on a mile or more of track when SUPERIOR AUTOMATIC CROSSING GATES are installed. He watches the trains only -- not the traffic. The Gates absolutely control traffic. No gatemen are needed. This is made possible by the remote control feature of these Gates.

Think of the savings it makes possible!

In the past it has been necessary for the tower man to watch both traffic and gates at the same time. The result -- many accidents and broken gates.

Now the tower man need not pay any attention to traffic regardless of its volume or speed over the crossing. In many cases the tower man can easily handle a mile or more of track.

For instance, in the numerous towns where there are only two or three street crossings, the agent or operator in the depot can take care of any switches. The SUPERIOR AUTOMATIC CROSSING GATE would provide full protection at the crossing and eliminate the need of flagmen.

If you will give us the location of some crossings where you now employ flagmen, we will be glad to send our Engineer to secure a report on conditions, after which we will submit a plan which will enable you to pay for the Gates in installments out of the money they save for you. Thus the Gates actually will cost you nothing while you are paying for them and soon will be paying dividends in savings.

If you have a representative in Chicago, we will be glad to show him Gates which have been in operation for a number of years during which time there have been no serious accidents, and breakage of Gates has been practically eliminated. This would not obligate you at all but after seeing the GATE in operation, your representative would probably have a very interesting report for you.

PARTITION MACHINERY, INC.

O.L. VINCENT

ALL AGREEMENTS MADE CONTINGENT UPON STRIKES, FIRES, ACCIDENTS, OR CAUSES BEYOND OUR CONTROL. OUR QUOTATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE.

SAVE AMERICA

The truth as regards depression, unemployment, the evils of charity, and in gereral, a true story that deals with facts and figures that anyone can understand.

Author Preface

The author of this book has had no education except a small amount received prior to his eleventh birhtday. At he age of fourteen he was on the Texas Trail, one of a number of other cowboys, singing a song to ten thousand head of cattle on their way from Texas and Mexico to Wyoming and Montana; later, serving seven years as a cowboy in Wyoming. Quitting the cowboy life in the fall of 1885 to enter the service of the Burlington Railroad, continuing in the service of this and other railroad system until the spring of 1900.

Leaving the railroad life in the spring of 1900 to return to Wyoming, he engaged in mining and ranching and contued in that business until the year 1924 and during these 24 years organized and promoted several corporations, holding a position of manager and one of the directors of them all. During this period he engaged in the building of small railroads, developing coal mines, operating saw-mills and many other things pertaining to this line of business in general.

For the past nine years he has been living in the hotels of Omaha and Chicago reading the newspapers and taking note of their editorials, also what our leading men and women of the country have to say, and judging from his own practical experience, he can agree with only a small part of what they say. He finds that so far, the leaders of this nation do not face the conditions as they now exsist, only in so far as what is the best remedy to apply to the nation's ills so that the remedy will not in any way injure their own personal interest.

Today, our country, the most glorious of all nations, has a surplus of all the necessities of life. It is a nation that ranks second to none, as regards the great strides make in science and invention. Thousands upon thousands of inventions have given to the people of this nation an opportunity of living in comfortable circumstances that our fore-fathers did not dream possible.

In the following pages the author aims to bring a true picture before the reader. In order to do so he will be compelled from time to time to depart somewhat from his subject, returning to it later on. By discussing several angles of our political, social, and business life as it exsisted at differect periods during the past 50 years, at the end, the reader will be able to see that here is a way to prosperity and happiness for all.

This nation is sick. It is terribly constipated. It has eaten to much cake and rich foods. Hence, it can no longer digest its food properly, so it suffers and will continue to suffer until we remove the cause. To do this we must first take away all the injurious foods and only give it such as it can easily digest. Then the nation will be happy and can take care of its self without a doctor.

The prescription so far presented by our great leaders of finance, our law makers, and even our presidents, has failed to administer proper aid. These precriptions are all somewhat different in their makeup but in the end they all amount to the same thing. That is, give us more cake and injurious foods to digest, give one state a loan for unemployment re-

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lief 90,000,000 dollars. For what? Sothat we can destroy the independence and take away the ambitions of thousands of our very best citizens.

Another sweet morsel we are asked to digest is the proposed billions more for highways, waterways, etc.

How can any sane person believe that at this time we had ought to spe spend a dollar on such extravagance, when we have all the paved and improved highways needed, when we already have thousands of miles of railroads paying no dividends to their many thousands of stockholders. With our country covered from east to west and north to south with rail and water system that is now providing us with a more than sufficient means of transportation.

This has taken fifty years of the vest brains our country could preduce to bring it to the state of safty and perfection that it now enjoys, and now we are asked to appropriate enormous sums to use for the purpose of destroying one great and superior system of transportation and replace it with an inferior system.